corne Available for Dividends, SA.826. 071-Higher Cost of Coal, Wage Advances and the Per Diem Charge for Freight Cars Increased Expenses

NEW HAVEN, Sept. 22 .- In the annual mancial report of the New York and New Haven road, which was made public to-night by President John M. Hall, it was an-nounced formally that he handed his resigention to the board of directors at their meeting in New York last Saturday and that it was accepted, to go into effect next month. It was said that the condition of his health would not permit him to continue longer as president. It was announced that he will be elected general counsel for the road at the next meeting of the directors. The board voted to give him a vacation for

C. S. Mellen, president of the Northern Pacific, will succeed Mr. Hall. He was elected a director of the road on Saturday last. Before he went to the Northern Pacific he was first vice-president of the New Haven road.

In the annual financial report of the road's ousiness for the year enced June 30, 1903 President Hall made the tollowing statement of the earnings of the road: Passengers, \$22,953,017; freight, \$23,926,150; rents \$863.745: total gross earnings from operation, \$47,296,077, less the operating expenses, \$34,955,023, leaving \$12,341,053, income from operation. The income from other sources fings the total to \$12,906,871, from which is deducted \$8,079,900 for interest, taxes and rentals, leaving a balance applied to dividends of \$4,829,971.

The four quarterly dividends of 2 per cent. each amounted to \$4,618,488, leaving a surplus for the twelve months of \$208,533.

The operating expenses included the following: Maintenance of way and structure, \$6,237,722; maintenance of equipment, \$4,189,918; conducting transportation, \$28,-587,106; general expenses, \$940,276. The re-port adds:

*From uncontrollable causes the cost of operation was very much in excess of any previous year. The coal strikes prevented contractors making company was compelled to purchase its fuel supply in such quantities and on such terms as could be obtained. The additional price paid per ton on the quantity used this year has made our coal cost more than \$1,600,000 in excess of the cost of the pre-

"For years many of the railroads have demanded the substitution of a per dien for a mileage charge for use of freight cars, and on July 1, 1902, per diem rules were adopted by the A nerican Railway Association. While this company, for good and sufficient reasons was opposed to the change, rision of a large majority of the railroads.

*The application of the per diem rules has resulted in a very large increase in our expenses. In 1902 the amount paid for the use of the cars of other lines in excess of the amount received by this company for the use of its cars, on the mileage plan, was \$780,214.30; in 1903, on the per diem plan, it was \$1,237,622.79, an increase of \$457,408.49. While this difference is not entirely due to the change from mileage to per diem, in-creased business having contributed some-what to the expenses, it strongly reflects the financial result of the change to this

"The prosperity of the country, as indicated by the increased gross earnings of the railroads, was made the reason for the demand of railway employees for higher rates of wages, and this company, in comnon with transportation lines generally, has met the situation with due regard for the interests of stockholders and employees. Substantial increases of wages or reduction of hours of work have been made, entailing an additional yearly expense approximating \$800,000.

To assist the company to meet these extraordinary outlays, the constantly increasing cost of operation, the reasonable lemands of the public for improved service and additional facilities, and to pay dividends upon increased capital issued dividends upon increased capital issued for new equipment and general betterments on the property, your directors deemed it necessary to make a slight advance in freight rates on local traffit.

"The gross earnings for 1903 are the largest in the history of the company. The amount of the company's capital stock in the hands of the public on June 30, 1903, 1903, 1908 2011 shares, an increase of 163 528. was 609 2'1 shares, an increase of 163,528 shares. This increase is due to the exchange on April 1 last of \$16,211,900 convertible debenture certificates (out of a total of \$16,397,200), and to the sale of 1,400 shares of stock owned by the company. The first dividend on this increased capital was paid on June 30. The company held in its treasury at the close of the year 9,262 shares of its ownstock.

"In accordance with the action of the board at its meeting of April 11, 1903, the capital stock will be further increased on Jan. 2, 1904, by the amount of 10 per cent. of the number of shares outstanding at

of the number of shares outstanding at the close of business on May 15, 1903. Of the number of shares thus offered to stockholders, 67.532 have been subscribed for and the installments due June 1 and Aug. 1 have not only been paid, but many sub-scribers have availed themselves of the privilege to pay their subscriptions in

WHITE MOUNTAIN PAPER SUIT. Counsel for the Company Censured Severely by a Federal Judge.

PORTSMOUTH, N. H., Sept. 22 .- Judge Aldrich gave a hearing in the United States District Court yesterday on the report of Judge Fletcher Ladd, master in the White Mountain Paper Company case. Lawyer Allan McCulloh of New York, counsel for he company, offered an affidavit of General Manager John C. Morgan of the paper company, that the executive office of the company was in New York and not in Portsmouth, and that the proper place for bankruptcy proceedings would be in that State and raising the question of jurisdiction of this court.

This was the first the other side had heard of this affidavit. Judge Aldrich severely criticised the counsel for the company. The Judge said he thought the counsel had shown little regard for what was "decent or orderly, or respect for the Court." This matter was known to them at least six months ago, and there was no apology to make for bringing it up at this time. He said he did not intend to turn down the question of jurisdiction, but would give a hearing and would make an order to have

he m's er grant a hearing at once.

Mr. McCulloh then tried to explain, but
Judge Aldrich stopped him with the remark that criticism would be more severe if he pressed the question. The Court then asked if Mr. Sargent would be ready toasked if the safety would be ready and answered in the affirmative, Judge Alarich told Marshal Nute to telegraph Judge Ladd to come here at once for further hearing.

C. M. SCHWAB SUBPENAED As a Witness in U. S. Shipbuilding Com-

pany Litigation. Charles M. Schwab, former president of the United States Steel Corporation, is ubportaed to appear as a wittess before Commissioner Shields in the Federal Building shortly to testify in an equity case in which Roland Conklin, Max Nathan, Jacob W. Mack and James D. McGuire appear as complainants against the United States Shipbuilding Company. The case is pending in New Jersey, and Commissioner ng in New Jersey. Shields will sit as examirer.

FINANCIAL NOTE.

Deputy Sheriff Mayforth has received an attachment for \$11,955 against the American Grass Twine Company in favor of Cornelius U. Solft on an assigned claim of N. W. Ayer & Son of Philadelphia for advertising. It was granted on the ground that the company is a Delaware corporation.

GOSSIP OF WALL STREET.

"I've just heard it complained of that there's no enthusiasm on the bull side of this market," said a big money broker yesterday afternoon as he emerged from the Stock Exchange board room. "A year ago to-day between 2 o'clock and the close I loaned more than \$20,000,000 on call at from 18 to 21 per cent. There was enough enthusiasm then to suit the most rampant bull. St Paul was selling around 198 and other stocks at corresponding prices. Call money is a drug in there to-day at 234 per cent." A year ago yesterday St. Paul sold at 198, Baltimore and Ohio at 114, Atchison at 93%, Missouri Pacific at 122, New York Central at 164, Pennsylvania at 167, Union Pacific at 109, Erie at 41 and Steel common at 41. In the correspond-ing week of last year call money loaned as high as 25 per cent., whereas the prevailing rate this week has been between 2 and 234

The arbitrage houses were without orders for the opening. The total of their transac-tions for the day was the smallest reported

for a long time. The Jewish holiday kept a good many

brokers and traders away.

"It isn't so very difficult to put prices up. said a prominent trader last night. "The trouble is that after they have been put up there is nobody to sell the stocks to. Over there in the room, traders get bullish and think the market ought to have a little rally They go around and buy stocks from each other and bid things up and then when they have got them up 1 per cent. or so they tr to sell out on each other all at once. It's a boot-strap proposition."

The professional trading element wa friendly to the market at the opening and wanted to work for a rally. There was very little encouragement for a bull, however, in the transactions of the first half hour, and at 10:30 o'clock brokers reported from he floor that the room crowd was disgusted and would take the short side again on the first appearance of any selling pressure. It | age in. It is simply a sudden slump in de-was Steel common that turned the market, | mand, which the shutting down of the furgiving it an upward fillip. Harris, Gates & Co., who were reported immediately after the opening to be selling stocks all around the room, especially Atchison, turned sud-denly and began to buy Steel, taking about 5,000 shares of the common and 3,000 shares of the preferred. Housman also was a large buyer. The stock advanced rather easily from around 1736 to 1834. It was said tha ome of the heaviest buying was for short account. The stock evidently was much

The next dividend on 1,000 shares of Steel common sold yesterday for 80 cents a share, and % was bid for more.

Almost simultaneously with the develop ment of strength in Steel common traders liscovered that stocks were not pressing for sale, and small operations against the short interest became general. A notable thing about the advance was that prices were bid up with small lots of stock. Even in Steel common, where the trading had its greatest volume, the individual transactions on the rally were smaller than they had been on the decline. Bullish observers thought this signified a continued scarcity of actual stocks. Less optimistic critics were unfavorably impressed by the fact that the market grew duller as prices improved, the volume of general trading falling off rather sharply. It was evident, indeed, that the advance awakened no enthusiasm on the part of traders, and there was no perceptible increase of outside interest. Some brokers declared in the afternoon that they had seen good selling on the higher prices, those who had been supporting the market when lower selling it on the advance. At the best prices of the day stocks seemed

The encouragement derived from the strength of Steel common was offset in the late afternoon by the weakness of the sinking fund 5s, which declined to a new low record price at 73. They had been steadily pressed for sale all day. lost half of its gain in the late trading and closed at 17%, or only % higher than Monday's final quotation. It was said by brokers in the crowd that some large selling orders came in too late to be executed.

Sentiment around the Street last night was somewhat despondent. It was considered that the market had made very poor response to the improved crop outlook. Yesterday's small rally was looked upon as merely traders' achievement.

A good demand for stocks was reported from the loan department after the close, Several active stocks, notably Rock Island, Baltimore and Ohio and Union Pacific, loaned slightly under the prevailing money rate Realty preferred loaned flat. The industrial stocks for which there was so urgent a demand the day before were freely supplied, principally by commission houses that had taken them out of time loans at the banks, substituting other collateral on the speculation that a squeeze of the shorts might put a premium on the use of the certificates. The demand, however, for such stocks as American Car and Foundry, Pressed Steel Car and Republic Iron and Steel, instead of becoming more urgent, was lighter yesterday, small amounts being returned by borrowers who had covered. There was supposed to be further covering yesterday in the general list for Western account, but there was also some fresh selling for short account, and the impression among brokers last night was that

the general short interest was still large. B. L. Smyth & Co. and Harris, Gates & Co. advanced United States Realty preferred. They were the principal buyers. There is said to be a surviving short interest in the stock, and from the fact that it lends flat in the loan crowd the floating supply is supposed to be small. The comment on Realty preferred is bullish in quarters where bullish comment would be least expected owing to the underwriting results. It is believed by some of the subscribers to the underwriting that the preferred stock has become concentrated in very strong hands. It is said to have a liquidating value of something like 65

There is reported to be a growing speculative interest in low-priced bonds, such, for example, as the United States Steel 5s, selling below 75: the Rock Island 5s, selling under 75; the Rock Island 4s, selling at 72; the Consolidated Tobacco 4s, selling around 55, and various corresponding issues that might be named. The buyers theorize that these bonds are selling on about the basis of preferred stocks, that if the market goes lower they are still bonds and that if the market goes up these securities will lead the advance A good many brokers who are not altogether sure of the stock market outlook have been putting their clients long on these bonds as a speculation.

Bearish advice on New York Central is very prevalent. The room crowd is chronically bearish on the stock and generally short of The pretext for the selling yesterday was the report that at to-day's meeting the directors would consider means for raising immediately the funds needed to carry on certain extraordinary improvements. official of the company said yesterday that only routine business would be transacted at to-day's meeting. He added that means will not be considered for raising the funds in question until plans for the contemplated improvements have been fully perfected.

Preliminary expenditures on account of these improvements have so far been charged to operating expenses and will continue to be carried along in that manner until the improvements as a whole can be financed. During the forenoon yesterday New York Central was moderately strong around 120, advancing fractionally from Monday's close: but it broke sharply to 118 in the late trading and closed at a net loss of 11% per

cent. Canadian Roads Advance Lumber Rates. MONTREAL, Sept. 22.-On Oct. 1 Canadian railroads will make an advance of twenty-five cents per thousand feet on seasoned soft wood lumber destined for New York, whether consigned by rail or over the barge route on the Hudson River.

Danks deposited \$1,000,000 with the Sub-five cents per thousand feet on seasoned graph to New Orleans. This makes \$1,000,000 with the Sub-five cents per thousand feet on seasoned with the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of the Sub-five cents per thousand feet on seasoned of the Work of

MORE FURNACES TO SHUT DOWN

TO LIMIT PIG IRON PRODUCTION TO CONSUMPTION.

Representatives of 30 or 40 Furnaces Meet in New York-Several More Iron and Steel Companies Are Laying Off Men-Pencovd Iron Works Closing.

That there will be further shutting down of pig iron furnaces was made certain yesterday by the conclusions reached at a meeting held in this city by representatives of the furnaces of eastern Pennsylvania and New Jersey. Thirty or forty pig iron furnaces were represented at this meeting, which was held in the office of Rogers, Brown & Co., 71 Broadway. Archer Brown made this statement afterward.

"No formal action was suggested or taken at the meeting. The question, however, came up as to whether it was advisable to undertake any restriction of output. It was decided that first, no price agreement was worth talking about, and second that no formal restriction of output cculd be carried through. Informally, however, it was the sense of all those present that we should limit production to consumption.

Mr. Brown added that the representative of the various pig iron furnaces will decide each for himself, the question of closing but that necessarily there will be a further shutting down of furnaces. The matter may crystallize more definitely at another meeting which is likely to be held in about aweek, and which will be called by the chairman of yesterday's meeting. L. Peckitt, president of the Empire Steel and Iron Company. Incidentally, Mr. Brown remarked as to the iron situation:

"This thing has happened time and time agein. It is simply a sudden slump in denaces reflects. For some kinds of pig iron, to-day's lowest prices do not realize the cost of manufacture."

Among the furnaces represented at the meeting were those of the Thomas Iron Company, the Empire Steel and Iron Company, the Warwick Iron and Steel Company, the Heckscher furnaces, Joseph Wharton and J. W. Gephardt, who is the president of two companies at Bellefort, Pa. Additional reports from iron and steel centres reached this city yesterday, indica-tive of the reactionary tendencies in the trade that are showing themselves in spots. It was learned yesterday that the plants at Coatesville, Pa., of the Lukens Iron and Steel Company, and of Worth Bros. Company, have been affected. Each concern has ten open hearth furnaces and each has shut down two. The furnaces produce steel blooms, which supply plate mills that the Lukens and Worth companies operate. The working time at the plate mills has also been cut one or two days each week, and many men have been laid off. It has been announced that the Lackawanna Iron and Steel Company's five big furnaces at Lebanon, at Cornwall and North Cornwall, and its coke plant at Lebanon, Pa, in all employing 2,000 men, are to be shut down. Announcement has also been made of the closing of the Pencoyd Iron Works of the American Bridge Company, one of the constituent companies of the United States Steel Corporation, throwing fully 3,000 men out of employment. President Corey of the Steel corporation, when asked yesterday about the closing of the Pencoyd works, said: "I have no statement to make."

There was a report in local steel circles that the closing down of the Pencoyd works

may reflect the opening of new works of the American Bridge Company near Pittsburg, rather than an absolute cessation of burg, rather than an absolute cessation of production of the sort of material turned out by the company. There was a rumor in Wall Street that another conference had been held of representatives of the manufacturers of steel billets to consider price reduction and that these representatives had been in consultation with President Corey of the Steel corporation. It was rumored a week ago that a reduction of \$2 a ton in steel billets was to be made to meet cuts of independent producers, but at a conference held last week of the hillet manufacturers no decision regarding billet manufacturers no decision regarding prices was arrived at.

OUTLOOK FOR CORN BETTER.

Weather Bureau's Weeky Summary of Crop Conditions.

WASHINGTON, Sept. 22.-The Weather Bureau to-day issued the following general summary of climate and crop conditions:

While the week has been abnormally cool. with general frosts throughout the central valleys and as far south as the northern part of the central Gulf States, the damage has not been serious, except in the extreme western portions of Kansas and Nebraska, the Dakotas, Minnesota, Wisconsin and England.

The South Atlantic States have suffered from excessive moisture, while the heavy rains of the previous week over the northern portions of the Missouri and upper Mississippi valleys delayed the threshing of spring wheat and caused grain in shock to sprout Drought has been largely relieved east Gulf States, but continues in the Ohio Valley, Tennessee, and in the central and west Gulf States. The Pacific Coast States have experienced a very favorable week. Notwithstanding the occurrence of light to heavy frosts generally throughout the

corn belt, the corn crop has escaped injury, except in the western portions of Kansas and Nebraska and in the Dakotas, Minnesota and Wisconsin. While low temperatures have prevented rapid ripening, especially have prevented rapid ripening, especially over the western districts, the crop as a whole has advanced favorably, although the late planted in the Ohio Valley and Tennessee has suffered from drought. A large part of the crop is now safe, but the bulk of the unmatured corn will require from one to two weeks of favorable weather.

The weather has been favorable for the completion of the spring wheat harvest or the pletion of the spring wheat harvest on the North Pacific Coast. In the Dakotas and Minnesota spring wheat in shock has been injured and threshing delayed by wet

Minnesota spring wheat in shock has been injured and threshing delayed by wet weather.

Except in parts of the eastern districts of the cotton belt, where picking has been interrupted by rains, the weather conditions have been very favorable for gathering the crop, and this work has progressed rapidly. The prevalence of rust, shedding and boll worms is widespread, and the boll weevil in Texas continues destructive, although premature opening in South Carolina, rust in Georgia, and shedding in Alabama have been somewhat checked. Heavy rains have injured the staple in Georgia, South Carolina and Florida. Cotton is opening rapidly in all districts. The outlook for a top crop is not promising.

Late tobacco has suffered from drought in Tennessee and Kentucky and heavy rains in North Carolina, and frosts caused some injury in Kentucky. Damp weather has proved injurious to tobacco in barns in Maryland. The bulk of the crop is now housed. The reports continue to indicate extensive prevalence of blight and decay in potatoes. Ploughing and seeding have advanced satisfactorily, except in the Ohio Valley and Tennessee, where the soil has been too dry, and in the northern part of the Middle Atlantic States, where there has been too much rain.

National Car Wheel Company Incorporated. ALBANY, N. Y., Sept. 22.-The National Car Wheel Company, with its principal office in Rochester, was incorporated today with a capital of \$9,000,000, of which \$3,200,000 is preferred and entitled to a 7 per cent. cumulative dividend. The directors are: Frank D. Russell, Charles T. Chapin of Rochester; Charles A. Maher of Cleveland, Ohio; Charles V. Slocum of Pitsburg, Pa.; Howard C. Smith, Forsyth Wickes and Beverley R. Robinson of New York

New Orleans Draws a Million.

city

New Orleans banks called on this city yesterday for \$1,000,000 in connection with the movement of the cotton crop. The local banks deposited \$1,000,000 with the Sub-

CORN CROP WILL BE FAIR. Secretary Wilson Says It Will Be Larger

Than That of Last Year. CHICAGO, Sept. 22.—Secretary of Agriculture Wilson said last night that the corn crop would be far from a failure this year. "The yield will not be large," said the

Secretary, "but it will equal that of last year and will greatly exceed the expectation of the pessimists." Secretary Wilson is on his way back to

Washington after attending the irrigation congress in Ogden, Utah, and visiting the Western corn lands
"The prospects for a fair corn crop are much better now than they were at the same time last week," said the Secretary.

"Then killing frosts were expected and the "Then killing frosts were expected and the farmers were frightened. The farmers are now encouraged. It seems that we are now in for a few days of sunshine and warm weather and this will prove a godsend. Of course I do not expect the yield to be as large as in banner years, but the crop will be as large as it was last year, and the bountiful hay crop will decrease the hardship. Last year the hay crop was shortand this in addition to the short yield of corn made it especially hard on farmers. In many instances they were compelled to buy food for their cattle."

There were more reports to-day from

There were more reports to-day from corn States of injury from the frosts of last week than have been received here for three days. Despatches from Illinois, Iowa, Nebraska and South Dakota say that thousands of acres of corn were destroyed

Fair weather has prevailed for the past Fair weather has prevaled for the past twenty-four hours throughout the corn belt and the indications are for a continuance. The temperatures will fall west of the Missouri Valley to-night and in the upper Mississippi and western Lake region on Wednesday. Frosts are predicted for tonight in Montana, the Dakotas and Minnesota.

HOTELS AND RESTAURANTS.

WHERE TODINE 3 Park Pl.

Alc., a la carte—Tdh., Table d'hote. Cortlandt.

Cafe Martin
30 St. & Broadway.

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Sisso. Orchestra.

With Imported Wine.

Sisso. Orchestra.

Cafe de Legerot
Fifta Ave. & 1sth St.

Parista Dinner. S.
With Imported Win
\$1.50. Orchestra.
(Hours. 6 to 9 P. M.) Hotel Lafayette
Ont hoter Martin,
University Pl. & 9th St. Music by Strettl's Orch. Cafe Boulevard 2d Ave. & 10th St. Alc. & Toth. Hungarian Orchestra.

Burns' World Renowned Restaurant.

45th St. & 6th Ave. Fine Orchestra.

Terrapin, Game, Shellish.

B'way. Col. Ave. & 66th St., offers tonight a good orchestra & fine alc. dinner

Healy's Bway, Col. Ave. & 66th St., offers tolight a good orchest & fine alc. dinner.

Jack's 43d St. & 6th Ave. | Noted for shellJack's 74th St. & Columbus fish and game.

Broadway Central 3d St. & B'way. American
Dinner, 75c., 530 to 8 P. M.

Harlem Casino 124th St. & 7th Ave. Alc., tdh.,
75-, 51. Sat., Sun., Vienna Music
Little Hungary & 75-, 51. Sat., Sun., Vienna Music
Little Hungary wne. Music every evening. Neapolitan Mandol n sts & Singers., Tues., wed., Thurs.

"The Rialto" B'way & 38th St. Laties' Parlor
upstairs. A la carte & Ev'g' Concert.

SINCELEGORIE

Ale Carte to 8 P. M.

Pabst's Sth St., 8th Ave., opp. Central Park.
Alc. Bus. Men's lunch. Tdh. dinner.
Alc. Bus. Men's lunch. Tdh. din

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A. Victoria, Sept.24,10AM F. Bismarck Oct. 8,10AM
Palatia... Sept. 20, 9 AM Patricia... Oct. 10, 7 AM
Moitke... Oct. 1, 10 AM Deutschild Oct. 13,10 AM
Pennsylvin...Oct. 3, 3 PM Bluecher.Oct. 15, 10 AM THE Mediterranean NEW YORK-NAPLES-GENOA.

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NEW ORLEANS BY WATER Elegant new passenger steamships of the

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Leave New York every Wednesday at noon, arriving New Orleans Monday. Leave New Orleans every Wednesday at noon, arriving New York Monday. For further information address 349 Broadway, or I Broadway, Washington Bidg.

AMERICAN LINE.

NEW YORK-SOUTHAMPTON-LONDON 8. Sept. 23, 10 A.M. New York Oct. 7, 10 A.M. Louis, Sept. 30, 10 A.M. Phila Oct. 14, 10 A.M. RED STAR LINE.

NEW YORK-ANTWERP-PARIS.

Rroonland. Sept. 26, 10AM | Finland. Cct. 10, 10 A. M. Zeeland. Oct. 3, 10 A. M. | Vaderland. Oct. 17, 10A.M.

Piers 14 and 15 N. R. Office, 73 Broadway, N. Y CANADIAN FACIFIC RAILWAY.

Intended Steamship Sailings from Vanconver for Japan, China and Philippine Islands. R.M.S. Athenian .Sept.21 | R. M. S. Tartar .Nov. 16 Emp. of India . Oct. 5 | Emp. of China . . Nov. 30 Emp. of Japan . . . Nov. 2 | R.M.S . Athenian .Dec. 14

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL. Oceanic . Sept. 23, 7 A.M. | Victorian, Sept. 29, noo Cymric . Sept. 25, 8 A.M. | Teutonic, Sept. 30, noo

Pler 48, North River Office, 9 Broadway, New York

CUNARD LINE. TO LIVERPOOI Hawaiian, Fiji Islands, Australia and New Zealand. Umbria Sept. 26, 9 A. M. | Etruria... Oct. 10, 8 A. M. Lucania Oct. 3, 2 P. M. | Campania... Oct. 17, 2 P. M. | Carpatala, Tucsday, Sept. 29, 11 A. M. | MEDITERRANEAN SERVICE. | Aurania... Oct. 20, 1903 | Carpathia... Nov. 24, 1908 | Carrying only 2d cabin and third class passengers. From Piers 51-52, North River. | VERNON H. BROWN & CO., Gen. Agts., 29 B. way. ANCHOR LINE. Glasgow and Londonderry.
Astona ... S. pt. 26, noon | Anchorda ... Oct. 10, noon | Ethlopia ... Oct. 3, noon | Columbia ... Oct. 17, 3 PM |
Second cabin, 336 and up: third class, \$26 and up. For new illustrated book o Tours apply to HENDERSON BROTHERS, 17 and 19 B'way, N. Y.

Around the World. S nail, select party under superior management positively starts Oct. 8th, 188 days, \$1,850, all inclusive. Arrangements throughout of the high-est class. Similar tour starts Nov. 3d. Pro-grammes on request.

OLD DOMINION LINE ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON DIRECT.

Min'polis .Sopt.26, 9A.M. | Mesaba . .Oct. 10, 9 A.M. | Minnehaha . .Oct.3.4P.M. | Min'onka Oct.17,120P.M | Min'onka Oct

FRANK C. CLARK. 113 B'WAY, N. T.

LANDT STREETS.

Certlandt Streets is ave minutes later than

7.45 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.

9.45 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinaati. Indianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Teledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.

Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeplng, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittaburg
Cincinnatt, Indianapolis, Louisville, St. Louis,
Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

5:55 P. M. WESTERN EXPRESS.—For Chicago,
For Toledo, except Saturday. Dining Car.

7:55 P. M. PACIFIC EXPRESS.—For Pittaburg
and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland,
except Saturday.

except Saturday.

ESS.—For Pittsburg, Cleveland, Cincle lanapolis and St. Louis. WASHINGTON AND THE SOUTH,

WASHINGTON AND THE SOUTH.

7.55, 8:25, 9:25 (Dining Car), 10:10 (Desbroases and Cortlandt streets, 10:20), (Dining Car), 10:55 (Dining Car), a. m., 12:55 (Dining Car), 2:10 (Desbroases and Cortlandt Streets, 2:20), 3:26 "Congressional Limited" all Parlor and Dining Cars, 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 3:25 (Dining Car), 10:55 (Dining Car),

night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m., daily.

SEABOARD AIR LINE RAILWAY.—Express 12:55

SEABOARD AIR LINE RAILWAY.—Express 12:55 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m., daily.
CHENAPEAKE AND OHIO RAILWAY.—7:25 a. m. week days and 4:25 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLK.—7:25 a. m. week days and 8:25 p. m. daily.
ATLANTIC CITY.—9:25 a. m. and 2:25 p. m. week days. Sundays, 7:55 a. m. Through Vestbuild Trains, Buffet Parlor Cars, and Standard Coaches on week days. Parlor Smoking Car. Parlor Cars, Dining Car and Standard Coaches on Sundays.

days. CAPE MAY.—12:55 p. m., week days.

CAPE MAY.—12:55 p. m., week days.

For points on New York and Long Branch Railroad (from West Twenty-third Street Station), 8:56 a. m., 12:10, 2:25, 8:25, 4:10, 4:55 and 6:55 p. m. (from Desbrosses and Cortlandt Streets), 9:00 a. m., 12:20, 2:30, 3:40, 4:20, 5:10 and 7:00 p. m. week days. Sundays 9:45 a. m., 5:00 p. m.

FOR PHILADELPHIA.

FOR PHILAD ELPHIA.

6.05, 7:25, 7:25, 7:25 (Dining Car), 8:25, 8:25, 9:25 (Dining Car), 9:25 St. Louis Limifed), 10:10 (Desbrosses and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Penna, Limited), 10:35 (Dining Car), 1:25 a. m., 12:35 (Dining Car), 1:35 (Dining Car), 1:35 (Dining Car), 2:10 (Desbrosses and Cortlandt streets, 2:20), 2:55, 3:25 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 4:35 (Dining Car), 6:35, 7:25, 8:25, 8:25, 8:25, p. m., 12:10 light, week days. Sundays, 6:96, 7:35 (Dining Car), 8:25 (Dining Car), 9:25 (Dining Car), 9:25 (Dining Car), 9:25 (Dining Car), 9:35 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 4:35 (Dining Car), 8:35 (Dining Car), 4:35 (Dining Car), 6:35, 4:25 (Dining Car), 4:35 (Dining Car), 3:55 (Dining Car), 7:56, 8:25, 8:25, 9:25 p. m., 12:10 night.

12:10 night.

leket offices, Nos. 461, 1354, 113 and 261 Broadway,
182 Fifth avenue (below 23d St.), 263 Fifth avenue
(corner 29th St.), 1 Astor House, West Twentythird Street Station and stations foot of Des-

third Street Station and stations foot of Des-prosses and Cortlandt Streets, 4 Court Street, 860 Fulton Street, 390 Broadway and Pennsyl-vania Annex Station, Brooklyn Station, Jersey City, The New York Transfer Company will call for and check baggage from hotels and resi-dences through to destination. Telephone 911 Eighteen th Street for Pennsylvania Railroad Cab Service.

Railroad Cab Service.

V. W. ATTERBURY,
General Manager.
GEO. W. BOYD.
General Passoner Agent.
9-8-1908.

STEAMBOATS.

Through tickets and baggage checked at omces of N. Y. Transfer Co. Most delightful one-day outings to West Point, Newburgh or Poughkeepsle, returning on down boat. Restaurant open at 7 A. M. MUSIC.

STEAMER MARY POWELL

Leaving Desbrosses St. at 3:15 P. M. (Sats., 1:15 P.M.) W. 22d St., 3:30 P. M. (Sats., 2 P. M.), 129th St. (on Sats. and Holldays only) 2:20 P. M. For Highland Falls, Cornwall, Newburgh, New Hamburg, Milton, Poughkeepsie, Rondout and Kingston. Famous Mary Powell Orchestra.

BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot Warren St., week days and Sundays at 5:30 P. M. PROVIDENCE LINE for Deartifance, Boston, North and East. Steamers PILGRIM and CONNECTICUT. Orchestra on each. Leave Fier 18, N. R., foot Murray St., week days only at 6 P. M. STONING TON LINE for Stonington, Boston and East. Strs. MAINE and NEW HAMPSHIRE. Lve. Pier 40, N. R., ft. Clarkson St., week days only at 6 P. M. NORWICH LINE for New London, Norwich, Norwich, East. Stre. Boston, North and East. Strs. CITY OF LOWELL and CITY OF WORCESTER. Lve. Pier 40, N. R., ft. Clarkson St., week days only at 5:30 P. M.

at 5:30 P. M.
NEW HAVEN LINE for New Haven, Hartford,
Springheld and the North. Lve. Pler 40, N. R. ft.
Clarkson St., week days only at 4 P. M. Str. RiCHARD PECK.

BY SEA TO MAINE

MAINE STEAMSHIP CO.

IS THE MOST DELIGHTFUL SEA TRIP OUT OF NEW YORK.

Fast modern Steamships NORTH STAR and HORATIO HALL sail for Portland Tuesdays.
Thursdays and Saturdays.
Send for illustrated descriptive booklet, mailed free. Offices. 290 Broadway and Pier (New. 32 East River, New York. Telephone 1200 Orchard.

Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catharine St. Phone: 800 Orchard. Orchestra on each

PEOPLES LINE

FOR ALBANY.

ADIRONDACK. OR DEAN RICHMOND leaves Pier 32, N. P., foot Canal St., at 6 P.M. week days, connecting with trains (Sunday included) for points North, East and v. est. Orchestra.

HARTFORD LINE

from Pier 33, (New), East River, daily, except Sunday, at 5 P. M., for Connecticut River Landings, connecting for Springfield, Holyoke, Northfield and all New England points. Send for illustrated folder.

TROY LINE "SARATOGA" or "CITY OF TROY" leaves West 10th St. Pier daily, 6P. M., except Saturday. Direct railroad connection at Troy for all points north and east. Sunday steamers touch at Albany.

CATSKILL, HUDSON and COXSACKIE BOATS every week day at 6 P. M., from Pier 43, N. R., and at 7 P. M., from W. 12905 st.

OCEAN STEAMERS.

steamer.

ONLY \$2.00

New York to Providence.

First-Class Service

BOSTON AND POINTS IN NEW ENGL

NEWYORK Pennsylvania RATEROAD.

ENTRAL STATIONS FOUT OF WEST TWENTY-THIRD STREET AND DESBROSSES AND CORT-THE FOUR-TRACK TRUNK LINE. that given below for Twenty-third Street Station, except where otherwise noted. 7.85 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville. VIA NIABARA FALLS

Trains arrive and depart from Grand Central Station, 42d atreet, New York, as below:

North and west bound trains, except those leaving Grand Central Station at \$200, 11:30 A. M., 2:55, 2:50, 9:15, 11:30 P. M., will stop at 123th street to receive passengers ten minutes after leaving Grand Central Station.

All southbound trains, except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station.

12.10 A. M.—4MIDNIGHT EXPRESS.—Due Alhany, 5:55 A. M., Troy 6:40 A. M.

7.50 TRRAL SPECIAL.

A. M.—SYRACUSE LOCAL.—Stope at all important stations. A. M. SYRACUSE LOCAL.—Stope at all important stations.

A. M.—PEMPIRE STATE EXPRESS.—
Most famous train in the world. Due Buffalo c445. Niagara Fafis 5:31 P. M.

A. M.—PAST MAIL.—24 hours to Chicago.
Due Buffalo 7:10. Niagara Fafis 8:37.

A. M.—TSARATOGA AND MONTREAL SPECIAL.

A. M.—TDAY EXPRESS.—Makes local stops. Due Buffalo 1:16 A. M.

A. M.—TRUTIAND EXPRESS.—Due Rutland 7:45 P. M.

P. M.—TBUFFALO LIMITED.—Due Buffalo 11:30 P. M., Niagara Falis 11:35 P. M.

10.30 P. M.— BUFFALO LIMITED.—Due Buffalo 11:00 P. M., Niagras Falls 11:35 F. M.

P. M.— SOUTHWENTERN LIMITED.—
Due Cincinnati 10:30, Indianapola 11:30

A. M. St. Louis 6:45 P. M., next day.
P. M.— CHICAGO LIMITED.—56 hours
to Chicago via Lake Shore. 24:5 via M. C.
P. M.— The 20th CENTURY LIMITED

—20-hour train to Chicago via Lake Shore.
Electric lights and fans.
P. M.— ALBANY AND TROY FLYER.—
Due Albany 6:10, Troy 7:05 P. M.
P. M.— ALBANY AND TROY FLYER.—
Due Albany 6:10, Troy 7:05 P. M.
P. M.— ALBANY AND TROY FLYER.—
Due Albany 6:10, Troy 7:05 P. M.
P. M.— LAKE SHORE LIMITED.—28:4
hour train to Chicago. All Pullman cars.
Due Cleveland 7:05 A. M., Cincinnati 1:36,
Indianapolis 2:10, Chicago 4:00, St. Louis
0:15 P. M., next day. 1.00 2.45 2.30 5.30

Indiananolis 2:10. Chicago 4:00. St. Louis
0:15 P. M., next day.
P. M.—WENTERN EXPRESS.—28 hours
to Chicago via both L. S. and M. C.
P. M.—WONTREAL EXPRESS.—Via D.
& H., or Rutland.
P. M.—* ADIRONDACK AND MONTREAL
EXPRESS.
P. M.—* BUFFALO. THOUSAND ISLANDS AND TORONTO SPECIAL.
P. M.—* SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—SOUTH WESTERN SPECIAL. P. M.—SULTH EXPRESS.—Chicago 34
P. M.—PACIFIC EXPRESS.—Chicago 34
hours by Michigan Central, 35 hours by
Lake Shore.
P. M.—CHICAGO THEATRE TRAIN.—
P. M.—CHICAGO Ordensburg, Buffalo, De-

11.20 Cane Vincent, Ogdensburg, Buffalo, Detroit, Chicago, and St. Louis.

†Except Sunday. (Except Monday.) · Daily. HARLEM DIVISION. HARLEM DIVISION.

9.08 A. M. and 3:35 P. M. daily, except Sunday, to Pittsheld and North Adams: Saturdays only, 2:40 P. M.; Sunday at 9:30 A. M.
Pullman cars on all through trains.
Trains illuminated with Pintsch light.
Ticket offices at 167, 261, 415 and 12:16 Broadway; 25 Union Sq. W., 275 Columbus av., 135 West 125th st., Grand Central Station, 125th st. station and 138th street station, New York 236 and 726 Fuiton st., and 103 Broadway. F. D., Brooklyn.
Telephone "900 Sth Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

9.20

9.30

NEW YORK CENTRAL ROUTE

BETWEEN

NEW YORK, BOSTON AND NEW ENGLAND. NEW ENCLAND.

Via Springfield and the

BOSTON AND ALBANY RAILROAD.

(New York Central and Hudson River R. R., Leases.)

Trains leave Grand Central Station, Fourth
avenue and 42d street, New York, as follows:
19:04 A. M., 112:00 noon. *4:00 P. M., 11:00 P. M.,
arrive at Boston 19:00 A. M., \$12:00 noon. *4:00 P. M.,
6:15 A. M.

Leave Boston 19:00 A. M., \$12:00 noon. *4:00 P. M.,
11:00 P. M., 5:14 A. M.

Tickets at New York Central ticket offices, 167,
415 and 12:16 Broadway and at Grand Central Station.

A. H. Smith,
Gen'l Manager.

Gen'l Pass'r Agent.

WEST SHORE RAILROAD.

(New York Central & Hudson River R. R., Leases.)
Trains leave Franklin St. Station, New York, as
follows, and 12 min. later foot West 42d st., N. R.:
*7:10 A. M.—For Intermediate points to Albany.
*11:20 A. M.—(1) Hudson and Mohawk Express. 111:20 A. M.—(1) Hudson and Monawk Express.
1:300 P. M.—Chicago Express.
1:302 P. M.—Cont. Lim., for Detroit.Chi, & St. Louis.
1:325 P. M.—(2): Ulster Express to Ca'akill Mis.
1:345 P. M.—(2): For Hudson River pt ints & Albany.
1:345 P. M.—(2): For Hudson River pt ints & Albany.
1:345 P. M.—For Roch., Buffalo, Clevel'd & Choago.
1:300 P. M.—For Roch., Buffalo, Detroit & St. Louis.
1:315 P. M.—For Syra., Roch., Niag. Falls Det. & Chi.
1:301 P. M.—For Syra., Roch., Niag. Falls Det. & Chi.
1:301 P. M.—For Roch., Buffalo, Detroit & St. Louis.
1:301 P. M.—For Syra., Roch., Niag. Falls Det. & Chi.
1:301 P. M.—For Roch., Buffalo, Detroit & St. Louis.
1:302 P. M.—For Roch., Buffalo, Detroit & St. Louis.
1:303 P. M.—(2) P. M.—For Roch., Buffalo, Detroit & St. Louis.
1:304 P. M.—(2) P. Leave Jersey City, Penn. R. R. Sta. (1) at '11:20 A. M.: (2) at '3:35 P. M. Time tables at principal potels and offices. Baggage checked from hotel or residence by Westcott Express. A. H. SMITH. C. E. LAMBERT. Gen'l Manager. Gen'l Pass'r Agent.

READING SYSTEM NEW JERSEY CENTRAL R.R. Liberty Street and South Ferry (time from South Ferry five minutes earlier than shown

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:00 (5:46 Easton only) P. M. Sundays, 24:25 A. M., 1:30, 5:30 P. M. SUNDAYS, 24:25 A. M., 1:30, 5:30 P. M., 1:30 P. M. SUNDAYS, 24:25 A. M., 1:30 P. M. LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—24:00, 9:40 A. M., 1:30 (8:40 Lakewood and Lakehurst only), 4:30 P. M. Sundays, 9:15 A. M. days, 9:15 A. M. TLANTIC CITY-19:40 A. M., 15:40 P. M. (1:00 P. M. Saturdays).
VINELAND AND BRIDGETON—124:00 A. M.,
11:30 P. M.
LONG BRANCH, ASBURY PARK, OCEAN
GROVE, POINT FLEASANT AND SEASHORE POINTS—24:00, 8:30, 11:30 A. M., 1:30,
3:53 4:45, 5:30, 6:30 (11:30 Asbury Park only)
P. M. Sundays, except Ocean Grove, 6:15 A. M.,
4:00 P. M.

3:53 4:45, 3:30, 6:30 (1:30 Acidly Pairs Only)
P. M. Sundays, except Ocean Grove, 9:15 A. M.,
4:00 P. M.
PHILADELPHIA — READING TERMINAL—
2:4:25, 17:00, 18:00, 9:00, 10:00, 11:00 A. M., 11:200,
1:100, 5:130, 12:00, 15:00, 4:00, 5:00, 16:00, 17:30,
99:00 P. M., *12:15 Mdt.

READING HARRISBURG, POTTSVILLE AND
**ILLIAMSPORT—#4:00, 24:25, 18:00, 19:10
10:00, 1:00 A. M. Reading only), 19:100, 19:120,
12:00 P. M. Reading, Pottsville and Harrisburg
only, 14:00, 15:00 P. M.
SANDY HOOK ROUTE—From ft. Rector St.,
Pier 8, Atlantic Highlands, Scabright, Monmouth Beach and Long Branch, Asbury Park,
Point Pleasant, 10:00 A. M., 1:00, 4:00, 5:00, (8:00)
Long Branch only) P. M. Sundays, 10:00 A. M.,
1:00, 8:00 P. M.
2From Liberty Street only, *Daily except Sunday, \$Sunday only, 'Parlor cars only,'
Via Tamaqua, 'Saturdays',
Offices: Liberty St. Ferry, South Ferry, 6 Astor
House, 167, 261, 484, 1309, 1364 Broadway, 182 Fifth
av., 25 Union Square West, 153 East 125th St., 278
West 125th St., 245 Columbus Av., New York; 4 Court
St., 344, 860 Fulton St., Brooklyn; 300 Broadway,
Williamsburg, New York Transfer Co., calls for
and checks bargage to destination.
W. G. BESLER,
Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

MORE AND OHIO R. R.
Leave South Ferry.

Balto-Washington 19:25 AM 19:30 AM Buffet
Balto-Washington 19:25 AM 19:30 AM Diner
Balto-Washington 19:25 FM 19:30 AM Diner
Balto-Washington 19:25 FM 19:30 PM Diner
"Royal Limited" 19:35 PM 19:30 PM Diner
Balto-Washington 19:35 PM 19:30 PM Diner
Balto-Washington 19:30 PM Diner
Dally 10 Dally except Sunday 5:30 PM Buffet
Dally 10 Dally except Sunday 5:30 PM Buffet
Offices: Liberty St. Ferry. South Ferry. 6 Astor
House, 167, 261, 434, 1300, 1354 Broadway, 182 Fifth
Aw, 26 Union Square West, 135 East 125th St., 275
West 12ath St., 245 Columbus Av., New York, 4
Court St., 344, 300 Pulton St., Brooklyn; 300 Broadway,
Williamsburg. New York Transfer Co. calls for
and checks baggage to destination.

Lv. New York City, South Ferry. Liberty St. Chicago, Pittsburg. *12:10 nt. *12:15 nt. Chicago, Columbus. *12:55 pm. *1:00 pm. Diner Pittsburg Limited! *6:55 pm. *7:00 pm. Buffet Cincinnati, St. Louis*12:10 nt. *12:15 nt. Sleeper Cincinnati, St. Louis*10:25 am. *10:30 am. Diner Cincinnati, St. Louis*10:25 am. *10:30 am. Diner Cincinnati, St. Louis*10:25 am. *10:30 am. Diner Cincinnati, St. Louis*0:25 pm. *10:30 pm. Diner *10:10 pm. Diner *10:10

LEHIGH VALLEY.

Mauch Chunk Local 7, 50 Am 10, 10 Am 11, 10 Am 12, 10 Am 13, 10 Am 14, 10 Am Tickets and Pulman accommodations at 161, 31, 36, 55, 124 and 35 Broadway, 125 5th Ave., 35 Union Square West, 36 Uc'unbus Ave., N Y., 360 Fulton St., 4 Court St., 36 Broadway, and Ft Fulton St., 50 Court St., 37 Transfer Co. will call for and check Engages.

New York and Boston All Rail

N. Y. N. H. & H. R. R. and connections.

From Grand Central Station.

By way of the Station.

Leave.

By way of the Station.

10:00 A. M. Hartford and Willimantic.

10:00 A. M. Springfield and Worcester, 2:00 P. M.

10:00 A. M. *New London and Providence. 2:00 P. M.

12:00 M. Springfield ard Worcester, 5:40 P. M.

12:00 M. Springfield ard Worcester, 5:40 P. M.

12:00 P. M. *New London and Providence. 4:00 P. M.

12:00 P. M. *New London and Providence. 4:00 P. M.

12:00 P. M. *New London and Providence. 4:00 P. M.

12:00 P. M. *Springfield and Worcester, 10:00 P. M.

13:00 P. M. *New London and Providence. 1:00 P. M.

13:00 P. M. *Springfield and Worcester, 10:00 P. M.

13:00 P. M. *New London and Providence. 1:100 P. M.

12:00 P. M. *New London and Providence. 1:100 P. M.

12:00 P. M. *New London and Providence. 6:27 A. M.

12:00 P. M. *New London and Providence. 6:27 A. M.

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12:00 P. M. *New London and Providence. 6:27 A. M.

12:00 P. M. *New London and Providence. 6:20 P. M.

12:00 P. M. *N

Lackawanna Railroad. Leave New York, foot Barclay and Christopher Sta.

18:00 A. M.—For Binghamton and Syraouse.
18:00 A. M.—For Buffalo, Chicago and St. Louis.
18:00 P. M.—For Buffalo and Chicago.
18:00 P. M.—For Buffalo and Chicago.
18:10 P. M.—For Buffalo and Chicago.
18:10 P. M.—Utica, Oswego, Ithaca, Buffalo.
19:200 A. M.—For Chicago—Sicepers open 9 P. M.
Tickets at 167, 429, 1183 Broadway, N. Y.; 338
Fulion st., Brooklyn. *Daily, †Except Sunday—

POST OFFICE

POST OFFICE NOTICE

(Should be read DAILY by all interested, as changes may occur at any time.)
Foreign mails for the week ending Sept. 28, 1903, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS-POST MAILS close one hour earlier than closing time shown below. Parcels-Post Mails for Germany etose at a P. M. Monday and Wednosday.

Regular and Supplementary mails close at Fereign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one bear later at Foreign Station.)

RANSATLANTIC MAILS.

WEDNESDAY.—At 3:30 A. M. for IRELAND and letter mail for Liverpool, per steamship opeanic, via Queenstown (mail for other parts of Europe must be directed "per steamship Palicatelphia, via Southamptoo: at 7:30 A. M. for EUROPE, per steamship Palicatelphia, via Southamptoo: at 7:30 A. M. for NETHERIANDS direct, per steamship Ryndam").

THURSDAY.—At 5:30 A. M. for EUROPE, per steamship Auguste Victoria, via Pyrmouth, Cherbourg and Hamburg (mail for Prance must be directed "per steamship Auguste Victoria"): at 7 A. M. for FRANCE, SWILZER-LAND, ITALY SPAIN, PORTUGAL, TURKEY, EGYPT, GREECE, BRITISH INDIA and LORENZO MARQUEZ, per steamship La Bretagne, via Havre (mail for other parts of Europe must be directed "per steamship La Bretagne").

SATURDAY.—At 5:30 A. M. for EUROPE, per steamship Limbria, via Queenstown; at 8 A. M. for Belgium direct, by steamship Eroonland'): at 8:30 A. M. for ITALY direct, per steamship Lahn (mail must be directed "per steamship Latnay, at 9:30 A. M. for SCOTLAND direct, per steamship Astoria (mail must be directed "per steamship Hekia"). PANSATLANTIC MAILS.

PRINTED MATTER, ETC.—This steamer takes
Printed Matter, Commercial Papers and Samples for Germany only. The same class of
mail matter for other parts of Europe will not
be sent by this ship unless specially directed by her.

After the closing of the Supplementary Transatiantic Mails named above, additional Supplementary Mails are opened on the piers of the American, English, French and German steamers
and remain open until within Ten Minutes of
the hour of salling of steamer.

MAILS FOR SOUTH AND CENTRAL AMBRICA. WEST INDIES. &C. WEDNESDAY.—At 12:39 P. M. (supplementary 1:00 P. M.) for TURKS ISLAND and the DO-MINICAN REPUBLIC, per steamship Cherokee; at 12:30 P. M. for MARTINIQUE, GUADE-LOUPE, BARBADOS, TRINIDAD, CIUDAD BOLIVAR and DUTCH GUIANA, per steamship Experience.

BOLIVAR and DUTCH GUIANA, per steamship Plemonte.

THURSDAY.—At 8 A. M. for CUBA, per steamship Esperanza (mail for Mexico. via Progress. Campeche and Vers Cruz, must be directed per steamship Esperanza": at 12 M. (supplementary 12:30 P. M.) for BAHAMAS, GUANTANAMO and SANTIAGO, per steamship Sanilago; at 12 M. (supplementary 12:30 P. M.) for BAHAMAS, GUANTANAMO and SANTIAGO, per steamship Sanilago; at 12 M. (supplementary 12:30 P. M.) for NewFOUNDIAND, per steamship Carthaginian, from Philadeiphie.

P. M. for NeWFOUNDIAND, per steamship Carthaginian, from Philadeiphie.

FRIDAY.—At 3:30 A. M. for BABBADOS and BRAZIL, per steamship Bellaggio, via Pernambuco. Rio Janeiro and Santos (mail for Northern Brazil, Argentine, Uringuay and Paraguay must be directed "per steamship Bellaggio"; at 11:30 A. M. (supplementary 12:30 P. M. for ST. THOMAS, ST. CROIX, LEEWARI and WINDWARD ISLANDS, RRITISH, DUTCH and FRENCH GUIANA, per steamship Fontabelle (mail for Grenada and Trinidad must be directed "per steamship Fontabelle", SATURDAY.—At 8:30 A. M. for NEWFOUNDLAND, per steamship Rosalind; at 8 A. M. for BER MULL aper steamship Rosalind; at 8 A. M. for BER MULL aper steamship Pretoria, at 3:50 A. directed "per steamship Fontabelle". TURDAY.—At6:30 A. M. for NEWFOUNDLAND. per steamship Rosalind; at 8 A. M. for BER-MUDA, per steamship Pretoria; at 9:30 A. M. (supplementary 9:30 A. M.) for CURACOA and VENEZUELA, per steamship Zulia (mail for Savanilia and Cartagena must be directed "per steamship Zulia"; at 9 A. M. for ST. KITTS, ST. MARTINS, ST. EUSTATIUS. BRITISH. DUTCH and FRENCH GUIANA, per steamship Uller, at 9 A. M. for PORTO RICO, per steamship Coamo, via San Juan; at 9:30 A. M. (supplementary 10:30 A. M.) for FORTUNE ISLAND, JAMAICA, SAVANILLA. CARTAGENA and GREYTOWN, per steamship Alleghany (mall for Costa Rica must be directed "per steamship Coamo, via Havana; at 12:30 P. M. for CUBA, per steamship Maraval; at 10 A. M. for CUBA, per steamship Maraval; at 10 A. M. for CUBA, per steamship Maraval; at 10 A. M. for CUBA, per steamship Maraval; at 10 A. M. for CUBA, per steamship Mexico, via Havana; at 12:30 P. M. for CUBA, per steamship Mexico, via Havana; at 12:30 P. M. for CUBA, per steamship Minda, via Havana; at 6 P. M. for ARGEN-TINE. URUGUAY and PARAGUAY, per steamship Hypatia.

MAILS FORWARDED OVERLAND, &C., EXCEPT

CUBA.—Via Fiorida, closes at this office daily, except Thursday, at \$5.22 A. M. (the connecting mails closs here on Wednesdays and Saturdays via Tampa, and on Mondays via Miemb.

MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, closes a this office daily, except Sunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. TRANSPACIFIC.

and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. NEWFOUNDLAND.—By rail to North Sydney, and thence by steamer, closes at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday). JAMAICA.—By rail to Boston, and thence by steamer, closes at this office at 6:30 P. M. every Tuesday and Thursday.

MIQUELON.—By rail to Boston, and thence by steamer, closes at this office daily at 6:30 P. M. ELIZE, PUERTO CORTEZ and GUATEMALA.—By rail to New Orleans, and thence by steamer, closes at this office daily, except Sunday, at 51:30 P. M. and 51:30 P. M., Sundays at 51:00 P. M. and 51:30 P. M. (connecting mail closes by steamer, closes at this office daily, except Sunday, at 51:30 P. M. and 51:30 P. M. (connecting mail closes at 51:00 P. M. and 51:30 P. M. (connecting mail closes here Tuesdays at 51:30 P. M.).

**REGISTERED MAIL closes at 6:00 P. M. previous day

TRANSPACIFIC MAILS.

HAWAII, via San Francisco, close here daily at 6:30 P. M. up to Sept. 421st, inclusive, for despatch per steamablp Alameda.

HAWAII, JAPAN, CHINA and specially addressed mail for the PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Sept. 42sth, inclusive, for despatch per steamablp China.

PHILIPPINE ISLANDS, via San Francisco, close here daily at 6:30 P. M. up to Sept. 42sth, inclusive, for despatch per U. S. Transport.

CHINA and JAPAN, via Seattle, close here daily at 6:30 P. M. up to Sept. 27th, inclusive, for despatch per steamship Elushiu Maru.

CHINA and JAPAN, via Vancouver and Vietoria, B. C., close here daily at 6:30 P. M. up to Sept. 27th, inclusive, for despatch per steamship Empress of India. (Merchandise for U. S. Postal Agency at Shanghai cannot be forwarded via Canada.)

HAWAII, JAPAN, CHINA and PHILIPPINE ISLANDS, via San Fransisco, close here daily at 6:30 P. M. up to Oct. 42d, inclusive, for despatch per steamship Doric.

NEW CALEDONIA, FIJI, SAMOA and HAWAII, via San Francisco, close here daily at 6:30 P. M. up to Oct. 42d, inclusive, for despatch per steamship Ventura. (If the Cunard steamer carrying the British mall for New Zerland does not arrive in time to connect with mild despatch, extra malls—closing at 5:20 A. M., 9:30 A. M. and 6:30 P. M.—will be made up and forwarded until the arrival of the Cunard steamer.)

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to Oct. 4:4th, inclusive, for despatch forwarded until the arrival of the Cunard steamer.) TRANSPACIFIC MAILS

forwarded until the arrival of the Cumard steamer.

CHINA and JAPAN, via Tacoma, close here daily at 6:30 P. M. up to Oct. \$4th, inclusive, for despatch per steamistip Tree.on.

AUSTRALIA (except West). FIJI ISLANDS and NEW CALEDONIA, via Vancouver and Victoria, B. C., close here daily at 6:30 P. M. up to Oct. \$10th, inclusive, for despatch per steamiship Miowera.

TAHITI and MARQUESAS ISLANDS, via Sen Francisco, close here daily at 6:30 P. M. up to Oct. \$21st, inclusive, for despatch per steamiship Mariposa.

NOTE.—Unless otherwise addressed, West Australia is forwarded via Europe, and New Zenland and Philippines via San Francisco—the quickest routes. Philippines specially addressed "via Canada" or "via Europe must be fully prepaid at the foreign rates. Hawaii is forwarded via San Francisco exclusively. Transpacific mails are forwarded to port of salting daily and the schedule of closing is arranged on the presumption of their uninterruoted overland transit. \$Registered mail closes at 6:00 P. M. previous day

CORNELIUS VAN COTT, Postmaster.

Post Office, New York, N. Y., September 18, 1903

LOST. FOUND AND REWARDS.

LOST—Certificates Nos. 3,799 and 3,552 for 100 abares each of the stock of the New Central Coal Company of Maryland; certificates in the name of Charles Bush. Holder please communicate with the company, No. 1 Broadway, New York.